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CONSTRUCTION PROGRESS MADE BY CHINESE RR IN 1952

Comment: This report presents year-end railway construction progress reports published by various Chinese Communist newspapers from mid-December 1952 through early February 1953. These reports seem to indicate that despite adverse weather conditions, steady progress is being made in the construction of new lines. However, in the case of the Pao-chi--T'ien-shui Railway Line it is reported that some 25,000 meters of track were damaged as a result of the negligence of the railway officials.

WORK ON CH'ENG-TU--T'LEN-SHUI LINE BEYOND MIEN-YANG -- Canton, Nan-fang Jih-pao, 12 Jan 53

Ch'eng-tu, 8 January (Chung-kuo Hsin-wen) -- Work has begun on the Mien-yang -- Lueh-yang section of the Ch'eng-tu -- T'ien-shui railway. Excavations for the foundation of the large bridge across the Fou Chiang, and of the heading of the tunnel between Pa-miao-kou and Huei-lung-ch'ang are under way. The earth and stone work is finished for 81 kilometers of the work road along the alignment north of Mien-yang between Chung-pa and Yen-men-pa. This road was made to insure timely delivery of supplies and equipment along the line of construction.

Up to the end of December 1952, 80 percent of the roadbed construction of the Ch'eng-tu -- Mien-yang section of this line and 40 percent of the bridge and culvert construction have been completed. An army of several tens of thousands of laborers and engineers, including railway construction troops of the People's Liberation Army, teams of the Railway Engineering Bureau, and civilian workers, are enthusiastically at work in spite of frequent snow flurries.

STEADY PROGRESS ON LAN-CHOU -- SINKIANG LINE -- Canton, Nan-fang Jih-pao, 12 Jan 53

Lan-chou, 8 January (Chung-kuo Hsin-wen) -- Work is steadily progressing on the grading of the roadbed for the Lan-chou -- Sinkiang Railway from the Lan-chou North Station to Ho-k'ou, a distance of 35 kilometers, and on the construction

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of the bridge which is being built across the Yellow River at that point. Earthwork on this section of the roadbed requires the filling of about one million cubic meters of earth, the deepest fill being 13 meters. In 24 working days since 3 December 1952, 570,000 cubic meters of earthwork and stonework were completed; this is about 63 percent of the task. It was found necessary to build a bridge 25 kilometers west of Lan-chou to provide access to material for a fill beyond that point. The engineers expect to finish the Ho-K'ou section of roadbed by 20 January 1953.

The building of the Yellow River Bridge is one of the largest projects on the whole line. The Third Team of the Northwest Railways Engineering Bureau has been assigned the responsibility for this construction. It started work on 1 November 1952, and has continued in spite of below-zero weather. Up to the end of 1952, and has continued in spite of below-zero weather. Up to the end of 1952, the team had finished work on the foundations of the substructure and built the stagings for further work on the piers. Preparations are being made now to assemble the bridge trusses beside the river bank.

To carry out Mao Tse-tung's exhortation to "expedite the construction of the Lan-chou -- Sinkiang railway," a crew of experienced underwater workers was brought from Shanghai. The men of this crew have had to work up to 3 hours at a stretch to place wooden caissons in position. Upon emerging from the water, their brass diver's helmets were encrusted with ice and their gloves had become chunks of ice.

CONSTRUCTION PUSHED ON LINE NORTHWEST OF PEIPING -- Canton, Nan-fang Jih-pao, 2 Feb 53

Feng-t'ai, 31 January (Hsin-hua) -- Track has been laid for the distance of about 7 kilometers between Sha-ch'eng and Bridge No 8 on the line now under construction between Feng-t'ai and Sha-ch'eng (northwest of Peiping). The bridge span has been erected and rails laid for bridge No 4 which is between Lo-p'o-ling and the east mouth of tunnel No 9. Construction trains are now able to proceed all the way to Bridge No 8 and to the east entrance of tunnel No 9.

The leads, or headings, for tunnels No 9 and No 17 have been drilled through, and excavations to full size are now proceeding from both the east and the west ends. The installation of air compressors and pipes is being rushed so that excavation in the tunnels may soon be done by machinery. In the aggregate, 75 percent of the work on leads for tunnels No 12, No 15, and No 20, has been accomplished. Preparations are being made to concentrate all mechanical excavating equipment on this work so that it may be completed at an early date.

The largest and most difficult individual project on the Sha-ch'eng--Feng-t'ai line is the construction of bridge No 8. At present, the construction of the temporary structures is in progress. From the Feng-t'ai Bridge Division, 20 skilled workers have been transferred to this job and are at work in 20-degrees-below-zero weather putting into position a 6-ton all-purpose pile driver.

The construction of the roads from Lo-p'o-ling to Yen-ho-ch'eng, and from Yu-chou to Sha-ch'eng have been completed. This will insure the timely delivery of materials, equipment and food to all work sites along the line. Several tens of large motor trucks are now operating on these roads delivering supplies and equipment.

The 31 Detachment of an Army Engineer Force and a company of road construction troops are excavating rock by machinery to construct a road along the foot of the cliffs between Yen-ho-ch'eng and Yu-chou to facilitate work along the whole length of this railway line.

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The total length of the Feng-t'ai--Sha-ch'eng line is something over 100 kilometers. The line requires a large number of tunnels, and over 30 bridges. It is the most difficult piece of railway construction now being undertaken in the whole country.

HUAI-JOU--CH'ENG-TE RAILWAY SURVEY WORK -- Tsingtao Jih-pao, 26 Jan 53

Surveying work is in progress in preparation for the reconstruction of the line connecting Huai-jou (116 37, 40 16) with Ch'eng-te (117 72, 40 59). This line crosses the Pai Ho, the Ch'ao Ho, and Luan Ho, and passes through the Great Wall, over the La-hai-ling Shan ridge, and thus to Ch'eng-te. The purpose of this line is to afford a second rail route connecting the Peiping with the Northeast by using the existing lines between Peiping and Huai-jou, and between Ch'eng-te and Chin-chou.

Another line from Feng-t'ai to Sha-ch'eng, a point on the Peiping--Sui-yuan Railway, is under survey for the purpose of having a route by which the steep grades of the existing line over the Nan-k'ou Pass may be avoided.

SHAO-KUAN SECTION COMPLETES 1952 RAILWAY TASK -- Canton, Nan-fang Jih-pao, 9 Dec 52

Canton -- The achievement by the Shao-kuan section of the Yueh-Han line, under the control of the Canton Railway Subbureau, of its 1952 road maintenance task 70 days before the end of the year is especially creditable in view of the difficult conditions on the line. The road maintenance methods and other improved procedures of the Soviet adviser Nevetov put the line and all its appurtenances into good shape for safe operation. This work included: the replacement of 16,945 railway ties and of 3,273 rails, and the placing of 58,843 anticreeping rail fasteners and of 80,000 wooden anticreeping braces. Because there were many curves on this section of the line, a large number of shaped rails were required.

To train work gangs in the improved methods, three specially trained demonstration gangs went from place to place demonstrating work methods during daylight working hours, and giving oral group instruction in evening classes for selected gang leaders. One of the worst stretches of the line is the Shao-kuan section where the creeping of the track has been as much as 20-30 millimeters. Since the application of the Nevetov methods, the creepage has been brought down to not more than 4 millimeters.

PAO-CHI--T'IENT-SHUI TRACK DAMAGED THROUGH NEGLIGENCE -- Sian, Ch'un-chung Jih-pao, 21 Dec 52

Negligence on the part of the Pei-tao-fou Locomotive Department of the Northwest Railways Engineering Bureau, has resulted in serious damages to 25,000 meters of curve tracks between Pao-chi and T'ien-shui. The negligence consisted of failing to make the regular locomotive inspections and proper repairs and of ignoring instructions given.

On 23 October 1952, when Mogul locomotive No 82 was being cleaned, it was discovered that the flange of one of the front driving wheels was worn away to the 4th degree and that it needed to have a ring welded on. Since material suitable for the ring was out of stock, Mechanic Foreman Ko referred the matter to a man named Wang who was substituting as the regular engineer in charge of the repair shop. Failing to realize the seriousness of the situation, Wang did not even inspect the wheel and suggested that repairs be postponed and that the locomotive be permitted to remain in operations since there

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was a limited number of locomotives at that time.. Foreman Ko did not consider this an acceptable solution to the problem and proceeded on his own authority to weld a ring of hard steel to the flange even though he was aware that this was against the regulations of the Ministry of Railways. Furthermore, after he finished the welding, he failed to remove the burr and to smooth the surface.

The next day the locomotive was sent out to take a train to Pao-chi. One of the line maintenance crews subsequently noticed that the rails on curves where this locomotive had passed over were cut and pitted to a depth of one to two centimeters. This discovery was immediately telephoned to the engineer's office with the recommendation that said locomotive be taken out of service until the trouble was remedied. However, the message failed to reach Pao-chi and on the following day, the same locomotive was permitted to make a return run to T'ien-shui. Foreman Ko then made a casual reexamination of the repair made and reported to a division engineer named Shih that there was nothing wrong. Shih, who was about to retire, accepted Ko's report without making a personal inspection and as a result, the same locomotive was again permitted to make a round trip to Pao-chi from T'ien-shui.

According to a preliminary inspection made by the maintenance of way workers, eight switches and some 25,000 meters of track had been damaged. It was also estimated that the life of the damaged rails had been reduced by 20 percent. An inspection made by the engineer's office also showed that 187 rails and five switches on Section 21 had been damaged.

These damages were the results of negligence on the part of at least three responsible officers who exhibited the so-called irresponsible bureaucratic attitude. A full investigation and proper punishment of all those responsible for these damages must be made.

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